

D.C. FIGHTS LOSING RATE WITH COAL IN COALERS' ROSES

Fuel Shortage and Inability to Get Carriers Add to Suffering Here.

POOR FORM LINES IN WIND TO GET SMALL QUANTITY

Distribution Office of Administration Packed While Officials Make Efforts to Give Relief.

In the midst of the coldest weather Washington has experienced this winter receipts of coal in Washington yesterday slumped practically to nothing. Added to the shortage was the inability of many persons to get coal hauled even after they had managed to place orders for the coal.

As a further measure of relief to the local administration the United States fuel administration announced last evening that "to meet the fuel requirements of the District of Columbia" the national administration "has caused a sufficient number of cars of coal to be placed at one of the yards on the B. and O. tracks in the northeast section of the city, and twenty-three cars in one of the yards to meet the needs of the southeast and southwest sections of the District."

Many who applied at the distribution office of the local administration for emergency orders yesterday were told they would be given orders if they could find persons to haul the coal from the piles brought here for municipal use. Some of the applicants were women, who said they had no one to haul coal. Dealers also complained of inability to haul coal.

Suggest City Zones.

This distribution difficulty led to the suggestion last evening that the city be zoned; that dealers having the nearest yards to their homes, and that either a dealers' clearing house be established to check up on this interchange of orders, or that the local administration handle the interchange. It was pointed out that cross hauling of coal now takes place in the city, and that the system by which orders are given on delivery, because of the shipping yards, is a needless loss of time. After seeking in vain to place orders for coal at a yard in the northern part of the city, a resident of Mount Pleasant applied to the local fuel administration at 1305 F street, and was told that again was transmitted to the dealer. This dealer then had to send his man to the nearest yard to get the coal and haul it to Mount Pleasant.

To remedy this situation it was suggested that trucks might be stationed at the emergency dumps and orders might be transmitted directly to the dumps.

Dealers Refuse Orders.

Many persons were caught "short" on coal yesterday, because the dealers declined to take their orders at all if they had more than three or four days' supply, stating they had orders to be filled from the fuel administration. When the last few days' supply was reached, they were told that dealers were without coal.

The United States fuel administration is paying considerable attention to the local situation. Statements of the local administration coming into Washington from the national administration have held out the hope that the fuel administration here, yet Washington householders are having considerable difficulty in getting coal. It is reported that they have to spend several hours of negotiations with dealer and the local administration before they can get coal. It was stated, but officials there say they cannot explain the failure of the fuel administration to deliver coal to them in the local distribution system. Additional effort to aid Washington was made last night. Secretary Franklin K. Lane of the Interior Department, who has placed at the disposal of the fuel administration approximately 200 tons of coal belonging to his department, which will be distributed through the local administration.

Unable to Deliver Fuel.

All day long there was a line at the local office, 1305 F street, of persons seeking orders for coal. Yesterday's fuel administration was unable to deliver coal to many of the persons who had orders. Many of the persons who had orders were unable to get coal because of the shortage of carriers. Many of the persons who had orders were unable to get coal because of the shortage of carriers. Many of the persons who had orders were unable to get coal because of the shortage of carriers.

Wherever yards have coal deliveries were being made today. Sunday morning being deemed necessary to meet the emergency as well as to comply with instructions from the War Department. Federal fuel administration. Pathetic scenes were enacted at many of the small yards, where coal is sold by the bushel and pile. Many of the persons who had orders were unable to get coal because of the shortage of carriers. Many of the persons who had orders were unable to get coal because of the shortage of carriers. Many of the persons who had orders were unable to get coal because of the shortage of carriers.

Schools on a Narrow Margin.

The Washington public schools are running on a very narrow margin of coal, but so far it has not been necessary to close any of the buildings because of lack of fuel. The public schools, along with other branches of the District government, get their coal through the Council of National Defense, and are assured small quantities of deliveries have been made with sufficient regularity to keep the fires going. There is a reserve stock in Washington under control of the defense council, and unless there should be prolonged interruption of transportation it is not anticipated that District schools will be closed.

13 DEAD COULDED IN AIR RAID ON ITALY

Teuton Fliers Bomb Padua and Other Open Towns.

Art Treasures Escape.

INVASERS' RAIDS FAIL

By the Associated Press.

ROME, December 29.—Thirteen persons were killed and sixty others injured when the open city of Padua, in northern Italy, was bombed by enemy aviators last night, the war office announced today. Treviso, Montebelluna and Castelfranco were also attacked. The art treasures in the densely populated section of Padua, where eight bombs were dropped, were not damaged. The text of the official statement on the bombing reads: "On the whole front there was the usual harassing fire, as well as reciprocal patrol activity in the Lagarina valley and Vallarsa. Raids attempted against Costalunga and Monte Melago on the Asiago plateau were repulsed, and a few prisoners captured. On the Piave Vecchia some prisoners were taken in a reconnaissance raid."

True to Barbaric Impulses.

"Yesterday evening enemy aviators, true to their innate barbaric impulses, which were revived by the defeat they suffered on December 26 at Treviso, bombed inhabited parts of Treviso, Montebelluna, Castelfranco and Padua, all open cities. In the center of Padua where the population is densest and the finest monuments numerous, eight bombs were dropped, killing thirteen persons and wounding sixty. There were only six soldiers among the casualties, which included many women and children. No monument was damaged. "In the other cities there were no casualties and virtually no damage."

Berlin Claims Success.

BERLIN, December 29.—An Italian attack against the Austro-German position to the south of the Piave river broke down yesterday under the fire of the Teutons. It was announced officially today by the German war office.

POSTPONED UNTIL APRIL.

Neutral Latin American Congress

Was Called for January.

BUENOS AIRES, December 29.—The government announces that the congress of the neutral Latin-American nations has been postponed until April. This congress, it was reported several weeks ago, was to have been convened in January. It is understood here that the heavy departure from Washington of Latin American finance ministers, who were engaged in an important mission, was occasioned by the expectation that the Latin-American neutrals would hold their congress at Buenos Aires, Argentina, having been appointed ambassador extraordinary to represent the Mexican president, Gen. Carranza.

375 POUNDS OF SUGAR SEIZED.

Wholesale Grocer at Paterson Is

Summoned on Hoarding Charge.

PATERSON, N. J., December 29.—

Three hundred and seventy-five pounds of sugar which was to be given away free yesterday night, the patrons of a local store is now in the hands of the federal food administration and D. Nochinsohn, a wholesale grocer, must answer a charge of hoarding the commodity.

When the sugar advertised that it would give the sugar away, an agent of the food administration seized it and served the grocer with a summons after being informed that the sugar had been purchased from Nochinsohn.

RELIEF SHIP REPORTED SAFE.

Nieuw Amsterdam Passes Hook of

Holland With Food for Belgians.

ROTTERDAM, December 29.—The

Dutch steamer Nieuw Amsterdam, with a cargo for Belgium relief, passed the Hook of Holland at noon yesterday bound for Rotterdam. The arrival of the vessel was an event of almost national importance. Crowds of persons came from all parts of the country, and thousands thronged the wharves when the weather-beaten liner came in showing scars of the Halifax explosion.

The Nieuw Amsterdam sailed from New York some time ago with the same credentials and safe conduct as are supplied to all Belgian relief ships. On the voyage the vessel was detained for a time at Halifax, the British government desiring to have additional guarantees from the German government that she would be permitted to proceed to Holland unmolested.

ARMY MOTOR TRUCKS TESTED.

Twenty-Nine Make Run of 570

Miles—Delayed by Snow.

BALTIMORE, Md., December 29.—

Twenty-nine of the thirty Army motor trucks which left Detroit under their own power about three weeks ago on a test run to the Atlantic seaboard, finished the trip with their arrival here yesterday. The missing truck was wrecked by a railroad train in Ohio. The journey through eastern Ohio and the Allegheny mountains in Pennsylvania was retarded by heavy snow. The distance traveled was approximately 570 miles.

Capt. Bennett Bronson, in command of the motor trucks, had the trip had shown that motor trucks can be gotten to the seaboard under their own power just as easily as by rail. "Furthermore," he added, "they can haul other supplies as we have done, thereby saving a double expense. The trucks averaged about fifty miles a day."

Hoover to Testify Wednesday.

Food Administrator Hoover has telegraphed from New York that he will testify before the Senate manufacturing subcommittee investigating the sugar and coal shortages Wednesday.

Hylan Sworn In.

NEW YORK, December 29.—Mayor-elect John F. Hylan took the oath of office today. He succeeds Mayor Mitchell on January 1.

EISENHOWER, CAPTAIN TESTIMONIES, FOUGHT BREAKING CONTRACT

National Defense Chairman Wanted to Know Who Ordered Investigation.

HUGE PROFITS OF ARMY

SCRAPS TOLD IN PROBE

Maj. Gen. Sharpe Asserts Sorting at

6 Cents a Pound Would Net Com-

pany \$500,000 Yearly.

Testimony that a contract for the sorting of woolen scraps from uniforms, made through a committee of the Council of National Defense, would net 4,000 per cent profit on the capital invested in the sorting company, was given before the Senate committee on military affairs yesterday afternoon.

As soon as the Quartermasters' Corps had investigated the contract in question, Maj. Gen. Sharpe, the quartermaster general, and Capt. A. E. Peresless of the same corps, told the committee, the contract had been canceled. Immediately, they said, protests against the cancellation of the contract had been registered by Charles Eisenman, vice chairman of a committee on supplies for the Army of the Council of National Defense.

Capt. Peresless testified that when Mr. Eisenman was informed of the cancellation of the contract, which was with the Essex Sorting Company of New York, and that this action had been taken following an investigation by him, Mr. Eisenman was so incensed that he threatened to make investigation. Capt. Peresless said he exhibited the order of the quartermaster general cancelling the contract.

Eisenman, he said, then said he would "show where he got orders."

The quartermaster general refused to rescind his action, cancelling the contract.

Brother of Firm's President.

It was developed that Samuel Kaplan, a member of the committee which passed on the contract, was the brother of the president of the Essex Sorting Company, and that a Kaplan brother was treasurer of woolen mills in New England, which had been commandeered by the government. Kaplan as well as Eisenman protested against the cancellation of the contract.

Gen. Sharpe said he estimated the contract at 6 cents a pound would net the company \$500,000 annually. Capt. Peresless, who investigated the contract, also told of another contract given the company for sorting wool. He said to have \$10,000 capital, for sorting old, rejected and discarded army clothing. The contract was said to have been cancelled, would yield "very much more" profits—\$250,000 a year from blankets alone.

Alexander H. Kaminsky, former assistant United States district attorney in New York, testified that thirty-seven rag firms employed him to investigate the contract with the sorting company, which he said, had capital of only \$10,000. Kaminsky was appointed by the council of National Defense to supervise the rag industry. He asserted, however, in the trade that they could not fairly represent the government's interests and were able to injure competitors.

Kaplan Knew Details.

He said he believed Eisenman had acted in good faith, but had been "hoodwinked" by rag merchants composing a committee appointed by the council of National Defense. He said that he had been told that the contract was for sorting wool, and that he had been told that the contract was for sorting wool, and that he had been told that the contract was for sorting wool.

At 11 o'clock the identity of other injured was not known.

Relief trains have been sent here from Seymour, twenty miles west, and, according to reports reaching here, from Cincinnati, Louisville and Washington, Ind., also.

All of the dead were pinned beneath the wreckage. Both engines were demolished and thrown from the track and down a steep embankment. The cause of the wreck is reported to have been the failure of the automatic block system to work.

FURTHER CUT IN RATIONS

IN EUROPE NECESSARY

Wheat Shortage in France Serious.

Danger Point in Switzerland

on General Supplies.

By the Associated Press.

LONDON, December 29.—The British have made another considerable advance in the neighborhood of Jerusalem, the Turks having been beaten back on a front of thirteen miles. The official statement concerning the Palestine campaign tonight says:

"Gen. Allenby reports that Friday his troops continued to drive back the enemy and advance their line to a depth of about two miles on a front of thirteen miles. The advance has given us the high grounds of Ras Arkub and El Sufat, four miles from Jerusalem and one mile north of Jericho road. Amman and Kuldania, the last two, respectively, east and west of the Nababla road and five or six miles north of Jerusalem."

Food supplies in Switzerland are failing off to the danger point, the food administration's information said. The Swiss now may have only a pound and a half of sugar per person each month, half a pound of bread and one-fifth of a pound of butter monthly.

THREE NEGROES SUSPECTED.

Held at Birmingham, Ala., in Con-

nection With Woman's Murder.

BIRMINGHAM, Ala., December 29.—

Three negroes, John Barnes, Will Elliott and Will Dixon, have been arrested and are held at the Jefferson county jail here in connection with the murder of Mrs. Mary Lancaster, sixty, and her daughter, Mrs. Anna Price, 40, at Kimberly Friday. All three assert their innocence of the charge.

Circuit Solicitor J. R. Tate and representatives of the sheriff's office, together with Assistant Coroner Rives, have started an investigation of the case.

Robbery has been ascribed as a motive for the murder.



B.&O. TRAINS SMASH KILL 8, INJURE 20

Failure of Automatic Signals to Work Causes Wreck

in Indiana.

SOLDIERS ON THE CARS

NORTH VERNON, Ind., December 29.—

Eight are known to be dead and about twenty injured as the result of a head-on collision between a westbound and an eastbound Baltimore and Ohio train a mile east of here tonight. All the dead were members of the crew.

The westbound train carried several soldiers according to reports, but it is not known if any were among the injured.

List of Dead.

The dead:

Harry French, Seymour, Ind., engineer

on westbound train.

Joseph Horning, Seymour, freeman,

westbound train.

M. C. Harvey, Cincinnati, baggageman

on westbound train.

Frank Day, Seymour, engineer on east-

bound train.

M. E. Matthews, Seymour, freeman on

eastbound train.

Albert Shur, Cincinnati, baggageman

on eastbound train.

J. H. Kempton, Cincinnati, brakeman

on eastbound train.

Earl Austin Decker, a passenger.

The injured included Conductor D. P.

Shaner of the eastbound train and Con-

ductor P. J. McEvilly, both of Cincinnati.

Boyle, an engineer of Cincinnati, who was in charge of a dead

engine on the eastbound train, also was

injured. The extent of their injuries has

not been determined.

Other Injured Unknown.

At 11 o'clock the identity of other in-

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and down a steep embankment. The

cause of the wreck is reported to have

been the failure of the automatic block

system to work.

Youth Robbed, \$600 Pay Roll Gone, Thinks Hold-Up a Joke

Employe of Patent Lawyers Faces Two Revolvers

in Vacant Office; Two Arrested, One

Being Wounded by Detective.

William Nobbe, seventeen years old,

went around to the Commercial Na-

tional Bank yesterday, as he does every

Saturday, to draw the amount of the

weekly pay roll of his employers,

Charles & Chandle, patent lawyers.

On his way back with the \$600 in

cash, he told the police later, a former

employee of the firm invited him into the

Le Droit building, at 8th and F streets,

to look at an office. Nobbe went.

As soon as Nobbe and his guide en-

tered the deserted hallway the latter

pulled a revolver. "But I thought he

was only kidding," Nobbe said.

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BOY PROPS D.C. MR. McADOO GIVES

THE TALKING SHAPE

Joint Committee Now Nearly

Ready for Big Organized

Effort in Congress.

AMENDMENT'S SCOPE WIDE

By the Associated Press.

The organization of the joint committee on national representation for the District of Columbia is being rapidly pressed into final form for its campaign to secure the adoption of the proposed constitutional amendment for a voice for the District in Congress and the electoral college.

A joint resolution proposing to amend the Constitution for this purpose now is pending before the Senate committee on the District of Columbia and the judiciary committee of the House.

Indorsed by Local Bodies.

Committees have been diligently at work perfecting the organization, and many of Washington's strongest bodies have indorsed the Constitutional amendment, which is as follows:

The Congress shall have power to admit to the status of citizens of a state the residents of the District of Columbia, and to elect one or two senators to represent the District in the Congress and among the electors of President and Vice President and for the purpose of suing and being sued in the courts of the United States under the provisions of article II.

When the Congress shall exercise this power the residents of such District shall be entitled to elect one or two senators as determined by the Congress, representatives in the House according to their numbers as determined by the decennial enumeration, and presidential electors equal in number to their aggregate representation in the voters of the Senate.

The Congress shall provide by law the qualifications of electors, the time and manner of choosing the senator or senators, the representative or representatives, and the electors herein authorized.

The Congress shall have power to make all laws which shall be necessary and proper for carrying into execution the foregoing power.

General Support Possible.

It was found that this amendment afforded a measure which all could indorse, inasmuch as those favoring local self-government and those favoring the expansion of women in the franchise could work with those opposing woman suffrage, since it left the question of general planning of national action to the Congress of the United States.

In other words, by this constitutional amendment the practical body of the District of Columbia would be merely put in the position where Congress in its discretion could determine the purpose of national representation only, upon such terms and conditions as the Congress might deem necessary and advisable.

This proposed amendment was introduced in the Senate by Senator Chamberlain, efforts were made to secure a central body which would represent the practical body of the District of Columbia. To this end five large civic and business organizations, notably the Central Union of Washington, the Washington Federation of Citizens' Associations, the Retail Merchants' Association—R. P. Andrews, chairman; M. A. Leese, Washington; Thomas L. Levy, Rhode Island; John W. G. Hendon, Richmond; Moritz Mayer, Joseph N. Stoddard and George H. John.

Have Sent Delegates.

Among those who have thus far actively joined in the movement by sending delegates are the following:

Planners of Delegates, Theodore W. Noyes, chairman; Charles E. Crawford, William Ramsey, Herman A. Phillips, Edward F. Callahan, D. S. Sherman, W. G. Hendon, and Charles S. Shreve.

Chamber of Commerce—Albert Schulteis, chairman; Chapin Brown, Suite T. C. Callahan, R. E. J. Harper, Theodore W. Noyes, J. O. Oyster, George G. Seibold, A. Lettich, S. H. Callahan, F. Callahan, D. S. Sherman, John J. Edson, William H. Callahan, C. J. Gockler and Odell S. Smith.

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